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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

COUNTRY Poland

DATE: 25X1X6

SUBJECT Shipyards at Gdynia

INFO.

DIST. 26 November 1946

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PAGES

ORIGIN

SUPPLEMENT

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Gdynia: "Union of Polish Shipyards."

1. There are four shipyards in Gdynia, known as "No. 1", "No. 2", "No. 12", and "No. 13". The intervening numbers have been reserved for new shipyards which are to be erected in due course.
2. The No. 13 shipyard, referred to as "the new shipyard", is located on Czechoslovak Street. The manager is Mr. Nikos, an engineer who enjoys a good reputation and is popular with the workers. The assistant manager, Mr. Filipowicz, is less popular and his reputation is not so good. The following engineers are employed in the shipyard: Kwolek, Dobrzynski (motorcar department), Zabiello (crane department), and some others.
3. At the moment no new ships are being constructed in the shipyard, which is overhauling cranes, docks and shipyard installations, as well as repairing ships which are already in use. Recently the "Dar Pomorza" (gift of Pomerania) was overhauled; now the SEP submarine is undergoing repairs.
4. Work in the shipyard starts at 7 in the morning, and lasts till 3:30 P.M. At 12 o'clock there is half-an-hour's interval for lunch. The average earnings of a worker are 16 - 20 zlotys per hour, plus food rations of the First Category, and lunches consisting of soup and, sometimes, meat with potatoes. Typists are paid from 3,000 to 4,000 zlotys per month; engineers from 8,000 to 11,000 zlotys per month. The allocation of food on ration cards (1st Category) is fairly generous: bread, sugar, flour, fats, canned foods and milk for the children; the allocations vary. Sometimes when bread is issued, unexpected additional allocations are also issued. All food allocations come from UNRRA goods. Housing conditions are very difficult; many workers live in barracks near the shipyard.
5. The state of mind among the workers is good. There is a Workers' Council in the shipyard which is supposed to voice the opinions of the workers and protect their interests. The chairman is a member of the P.P.S.; his deputy is a member of the P.P.R. The Workers' Council is not very popular with the workers. Attendance at the weekly meetings (now they take place at longer intervals) is enforced. During one of the propaganda meetings, before the Referendum, when the gate was closed and a speaker addressed the men from a motorcar, the workers overturned the car, opened the gate and left the shipyard. On the whole, however, individual workers do not dare voice their views.

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